

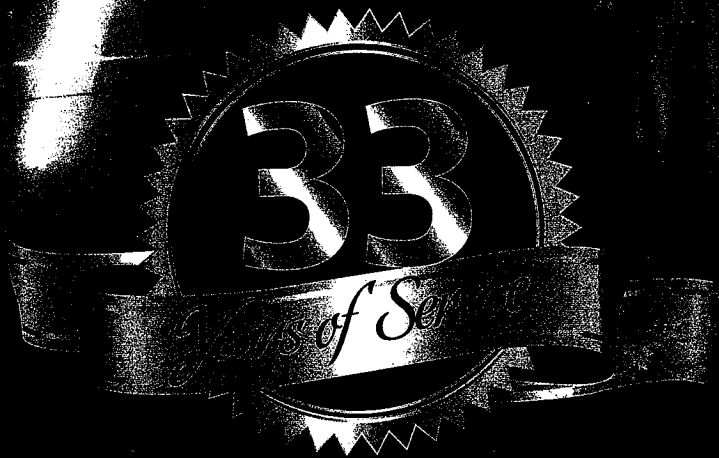
**NJ TRANSIT**  
The Way To Go.

**SYSTEM TIMETABLE NO.**

**8**

**SPECIAL INSTRUCTIONS**

GO 801  
Effective 12:01 A.M.  
July 1, 2016



**R.M. [Name]**  
Vice President and General Manager

**J.A. Sincagala**  
Deputy General Manager

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**



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**PASCACK VALLEY LINE**

<b>MP</b>	<b>STATION</b>	<b>INT</b>	<b>PS</b>	<b>ADA</b>
7.7	<b>PASCACK JCT (BC)</b>	X	-	-
8.4	<b>SPORT (SL) (Dubois Ind Trk)</b>	X	-	-
8.9	<b>PLANK (PB Conn. Trk)</b>	X	-	-
9.6	<b>SEAMANS</b>	X	-	-
9.7	WOOD-RIDGE	-	X	-
10.7	<b>EAST SACK</b>	X	-	-
11.3	<b>WEST SACK</b>	X	-	-
11.4	TETERBORO	-	X	-
12.6	ESSEX STREET	-	X	X
13.7	ANDERSON STREET	-	X	-
14.3	<b>EAST COLE</b>	X	-	-
14.7	<b>WEST COLE</b>	X	-	-
14.9	NEW BRIDGE LANDING	-	X	-
16.7	RIVER EDGE	-	X	-
17.9	ORADELL	-	X	-
18.8	<b>GOLF (CP)</b>	-	-	-
19.4	EMERSON	-	X	-
20.6	WESTWOOD	-	X	X
21.5	HILLSDALE	-	X	-
22.8	WOODCLIFF LAKE	-	X	-
23.4	<b>PARK (CP)</b>	-	-	-
23.7	PARK RIDGE	-	X	-
24.4	MONTVALE	-	X	X
25.2	NJ - NY STATE LINE	-	-	-
25.6	PEARL RIVER	-	X	-
27.2	<b>EAST POND</b>	X	-	-
27.7	<b>WEST POND</b>	X	-	-
27.9	NANUET	-	X	X
30.3	SPRING VALLEY	-	X	X
30.5	<b>SPRING (CP)</b>	-	-	-
31.3	WOODBINE YARD	-	-	-

**MAIN TRACK RULES IN EFFECT**

<b>RULES</b>	<b>LOCATION BETWEEN/AT</b>	<b>TRACK</b>
INT, 562, CSS	Pascack Jct and Plank	1 and 2
INT, 562, CSS	Plank and Berry (SL)	PB Conn. trk
INT, 562, CSS	Plank and Seamans	Single
ABS, 261, 562, CSS	Seamans and East Sack	Single
INT, 562, CSS	East Sack and West Sack	Single and CS
ABS, 261, 562, CSS	West Sack and East Cole	Single
INT, 562, CSS	East Cole and West Cole	Single and CS
ABS, 261, 562, CSS	West Cole and East Pond	Single
INT, 562, CSS	East Pond and West Pond	Single and CS
ABS, 261, 562, CSS	West Pond and Spring	Single

Note: CSS Rules 550 through 563 in effect **except** Rules 554 and 556.

**MAXIMUM SPEEDS**

<b>Between or At</b>	<b>Single/ Other</b>	<b>No. 1</b>	<b>No. 2</b>
Pascack Jct and Plank		60/30	60/30
Plank and MP 12	60/30		
MP 12 and western limits of West Cole	40/30		
Western limits of West Cole and West Pond	50/30		
West Pond and Spring (CP)	40/30		

**SPEED RESTRICTIONS**

<b>Between or At</b>	<b>Single/ Other</b>
PB Connecting Track	30/25
<b>Controlled Siding:</b> East Sack and West Sack	30/25
<b>Controlled Siding:</b> East Cole and West Cole	30/25
Second Cv west of River Edge Sta (MP 17.3 and MP 17.6)	40/30
<b>Controlled Siding:</b> East Pond and West Pond	30/25
West Pond and first Cv west of West Pond (MP 28.2)	35/30
Dutch Lane (MP 30.2) and Spring (CP)	35/30

**PV 24. APPLICATION OF RULE 24 STATE OF NEW YORK**

In accordance with New York State Law, the last car of passenger, mail, work or wreck trains shall be equipped with electric markers of sufficient candle power to be visible for a distance of three thousand feet under normal weather conditions. Battery powered, flashing-type or constant burning markers shall be deemed sufficient compliance with the foregoing requirement.

**PV 72-1. TRAIN INSPECTION DETECTOR**

Radio Alarm Hot Box and Detector is located at:

MP	LOCATION	TRK	DIRECTION	SI
15.4	River Edge	Single	Both	72-4

**NOTE:** Information pertaining to the operation of the Train Inspection Detector is in General Special Instruction 72-4.

**PV 92. DEPARTURE/ARRIVAL**

Conductors must contact the Dispatcher before departing Spring Valley eastward or when arriving Woodbine Yard.

**PV 98-1. SPRING VALLEY STATION TRACKS**

Main and South Lead tracks west of Spring (CP) are designated Station Tracks. All movements must operate at RESTRICTED SPEED not exceeding 10 MPH. Eastward trains must contact the Dispatcher for permission to enter the Station Tracks.

**PV 98-2. WOODBINE YARD**

The normal movement of scheduled trains between Spring Valley and Woodbine Yard will operate according to the following program:

- A. Westward trains designated to yard on East Yard Track 1 must operate via the Main Station Track from Spring (CP), MP 30.5.
- B. Westward trains designated to yard on East Yard Track 3 must operate via the South Lead Station Track from Spring (CP), MP 30.5.
- C. Trains using the Pit Track must spot at the extreme west end where a platform is in service on the south side for employees to detrain and board the locomotive and #3 door of the west car. **Employees must not detrain or board from any other location due to the train being on the elevated pit track.**

**PV 98-3. WOODBINE - TRACK SPEED**

All movements on all tracks west of Church St MP 30.7 must operate at Restricted Speed not exceeding 5 MPH.

**PV 104-1. ELECTRIC LOCK SWITCHES**

MP	Switch	Trk	Time Release	SI
11.8	Ford's Lead	Single	3:45	104-4
11.8	E. end Green St Runaround	Single	3:45	104-4
12.0	W. end Green St Runaround	Single	3:45	104-4
12.5	Essex St siding	Single	3:45	104-4
19.6	Kuiken Lumber	Single	4:45	104-4
21.2	Hillsdale siding	Single	5:05	104-4
25.4	Pearl River Siding	Single	4:45	104-4

**PV 109-1. SECURING EQUIPMENT**

A minimum of two handbrakes must be applied to the west end of equipment being secured in the West Yard and to the east end of equipment being secured in the East Yard.

**PV 138.**

**PUBLIC CROSSINGS AT GRADE**

All public crossings are on main tracks equipped with gates and flashers unless otherwise indicated. Special Instructions 138-1 and 138-12 apply to all crossings.

MP	Location	SI
<b>EAST RUTHERFORD</b>		
8.3	Union Ave	138-4
8.3	Union Ave (Ind Trk)	138-6
<b>CARLSTADT</b>		
9.0	Broad St	138-4
9.0	Broad St (Siding)	138-6
9.2	Berry Ave	138-4
9.2	Berry Ave (Siding)	138-6
<b>WOOD-RIDGE</b>		
9.7	Anderson Ave	138-4
<b>HASBROUCK HEIGHTS</b>		
10.7	Malcolm Ave	138-4
<b>HACKENSACK</b>		
12.3	Lodi St	138-4
12.6	Essex St	138-4
12.9	Atlantic St	138-4
13.0	Beech St	138-4
13.2	Central Ave	138-4
13.4	Berry St	138-4
13.6	Passaic St	138-4
13.7	Anderson St	138-4
13.8	Clinton Place	138-4
13.9	Euclid Ave	138-4
14.1	Main St	138-4
14.2	Temple Ave	138-4
<b>NORTH HACKENSACK</b>		
15.0	Grand Ave	138-4, A
<b>RIVER EDGE</b>		
15.1	Main St	138-4
15.4	PandP Plating (Pvt)	Cross Bucks
16.3	Riverside Way	138-4
16.6	Riveredge Rd	138-4
<b>ORADELL</b>		
17.4	New Milford Ave	138-4
18.0	Oradell Ave	138-4
18.1	Water Co. (Pvt)	Cross Bucks
<b>EMERSON</b>		
19.4	Kinderkamack Rd	138-4, 138-5
19.5	Linwood Ave	138-4, 138-5
19.6	Lincoln Blvd	138-4, 138-5

PV 138. (cont.)

MP	Location	SI
<b>WESTWOOD</b>		
20.5	First St	138-4
20.6	Westwood Ave	138-4
20.8	Irvington St	138-4
21.0	Lake St	138-4
21.2	Industrial Rd	138-4
<b>HILLSDALE</b>		
21.4	Washington Ave	138-4
21.5	Hillsdale Ave	138-4
21.6	Park Ave	138-4
21.7	Orchard St	138-4
22.1	Park View Drive	138-4
22.4	Barones (Pvt)	138-4
<b>WOODCLIFF LAKE</b>		
22.8	Woodcliff Ave	138-4
<b>PARK RIDGE</b>		
23.7	Park Ave	138-4, 138-5
23.8	Madison Ave	138-4, 138-5
<b>MONTVALE</b>		
24.3	Grand Ave	138-5
24.4	Kinderkamack Rd	138-5
<b>PEARL RIVER</b>		
25.5	Jefferson St	138-4
25.5	Jefferson St (Siding)	138-6
25.7	Central Ave	138-4
25.8	Washington Ave	138-4
26.3	Crooked Hill Rd	138-4
26.6	Darwin Rd (Pvt)	138-4
<b>NANUET</b>		
27.7	Convent Rd	138-4
28.0	Prospect Rd	138-4
<b>SPRING VALLEY</b>		
29.4	New Clarkstown Rd	138-4
30.2	Dutch Lane	138-4
30.4	Main St	138-4, B
30.6	Myrtle Ave	138-4
30.7	Church St	138-4
<b>WOODBINE</b>		
31.0	Maple Ave	138-6

**PV 138. (cont.)**

**NOTES:**

A) Westward trains terminating at New Bridge Landing for subsequent move east must remain east of the yellow tie within the station area so the gates will raise after 15 seconds when stopped. The engineer must ensure that the gates at Grand Ave MP 15.0 are in the raised position before changing ends or the dispatcher must be contacted for instructions. The yellow tie is located 100 feet east of Grand Ave, North Hackensack MP 15.0.

B) Due to arrangements of circuits, all train movements must approach crossing prepared to stop and not proceed until gates have lowered.

**PV 165.**

**WOODBINE YARD FACSIMILE**

Form D Facsimile machine is in service at Woodbine Yard Office and is used for electronic transmission of Form D's. Employees receiving a Form D by electronic transmission must examine each copy for completeness and legibility, and communicate with the **Main Line Dispatcher at (201-246-2270, 201-246-2770, 201-246-2771 or 800-742-2832)** to verify the number and date of each Form D received. The Main Line Dispatcher must make written record of same.

Copies of the Form D must be furnished for each employee addressed. Facsimile machines must be secured when not in use and employees must exercise care when using it to avoid damaging the machine.

**PV 550-1.**

**CAB SIGNAL SECTIONS**

The following instructions govern trains entering or exiting cab signal territory:

A. Entering cab signal territory:

1. Engineer must cut in ATC apparatus as soon as head end passes "Begin ATC" sign. At this point, cab signal may display APPROACH MEDIUM momentarily, followed by APPROACH or RESTRICTING if a stop may be required at the next signal.

B. Exiting from cab signal territory:

Engineer will receive a restricted code aspect at end of ATC (Cab Signal) territory. He will be required to:

1. Acknowledge last code change
2. Observe that the overspeed light is lit steady.
3. Place Territory Selector Switch in the NON-CAB or OUT position.
4. Observe that the overspeed light is out and, when equipped, that the MandE Territory light is lit which indicates that the 220 code is energized.
5. If the cutout code is not received, contact Dispatcher for permission to cut out the Train Control System.

**PV 550-2.**

**CAB SIGNAL CUT - OUT CODE**

The following instructions govern trains with energized cab signals in non-cab signal territory at locations listed in the Bulletin Order:

1. Ensure Territory Selector Switch is in the NON-CODED or OUT position.
2. On locomotives and cab cars so equipped, observe that the MandE Territory light is lit, indicating that the cab signal cutout code has been received.
3. If the cutout code is not received, contact Dispatcher for permission to cut out the Train Control System.



**PV 550-3. CAB SIGNAL CUT IN AND CUT OUT CODE LOCATIONS**

- A. Westward – “End ATC” sign located at Spring (CP).
- B. Eastward – “Begin ATC” sign on the Main and South leads (165 feet) west of Spring (CP).

**PV 1000-1. STATION STOPS**

All passenger trains operating on the Pascack Valley Line must have a minimum of three cars open, with doors opened at station stops to allow passengers to board and leave the train.

**PV 1000-2. CLEARING CROSSINGS AT STATIONS**

In order to clear grade crossings to reduce traffic congestion, spot markers are placed at stations listed below where the rear of a train can clear a crossing in order to reduce traffic congestion. Engineers are to line up the marker with the cab window. Westward markers are based on GP-40 and F-40 model locomotives being west out. Eastward markers are based on the cab car being east out. Signs for 4, 5 and 6-car consists are in service.

**WESTWARD:**

Station	Crossing to be Cleared	MP	Number of Available Vestibules Per Platform
River Edge	Riveredge Rd	16.6	3 East Pairs
Emerson	Kinderkamack Rd	19.4	4 East Pairs
Westwood	First St	20.5	Entire Train (use “6 car” spot markers)
Hillsdale	Washington Ave	21.4	3 East Pairs
Woodcliff Lake	Woodcliff Ave	22.8	2 East Pairs
Park Ridge	Park Ave	23.7	3 East Pairs
Montvale	Grand Ave	24.3	5 East Pairs

**EASTWARD:**

Station	Crossing to be Cleared	MP	Number of Available Vestibules Per Platform
Oradell	Oradell Ave	18.0	3 West Pairs
Westwood	Westwood Ave	20.6	Entire Train (use “6 car” spot markers)
Park Ridge	Madison Ave	23.8	Entire Train (no markers in service)
Montvale	Kinderkamack Rd	24.4	5 West Pairs

**PV 1000-3. TRAIN MEETS – EAST POND – WEST POND**

The following instruction is in effect when a westward train is meeting an eastward train between East Pond and West Pond:

Westward trains making a meet with an eastward train on the tracks between East and West Pond must stop just west of East Pond and remain there until the eastward train is seen or known to be departing Nanuet station.

**PV 1006-1.**

**HEIGHT AND WIDTH RESTRICTIONS**

Conductors or other employees in charge of trains or work equipment which contains cars, equipment, or lading that exceed published clearances, must, before making movement notify the Dispatcher in charge of the territory over which movement is to be made.

Station/Location	Width	Height
Pascack Jct to Church St crossing, MP 30.7	10'8"	17'0"
<b>THE FOLLOWING EXCEPTIONS APPLY TO THE STATIONS BELOW:</b>		
Essex Street: Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	
Westwood: Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	
Montvale: Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	
Nanuet: Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	
Spring Valley: Mini-high – edge down	10'8"	
Mini-high – edge up	11'2"	
Church St crossing and end of track in Woodbine Yard		16'

**NOTE:** When equipment with width in excess of 10'8" needs to pass stations with retractable edges, the BandB Department must be notified 24 hours in advance to raise and lock platform edges for movement.

**PV 1009.**

**SPEEDOMETER CHECK LOCATION**

MP 26.5 to MP 27.5